

Established February, 1845

PRICE, \$2 PER MONTH

Shipping

19 Hongkong, July 25, 1899. + 1

To-day's Advertisements.

TWO Good DRAUGHTSMEN wanted for Architect's Office in Hongkong. **EUROPEAN or CHINESE.** Apply, stating Salary required, &c., to the

H. J. THE CHINA MAIL OFFICE.

Hongkong, August 20, 1889. 1606

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI VIA SWATOW. (Taking Cargo & Passengers at through rates for CHEFOO, TIENTSIN, NEW-CHOW, HANKOW and Ports on the YANGTZE.)

The Co.'s Steamship *Yankee*, Capt. BRENNER, will be despatched as above TO-MORROW (Friday), the 30th instant, at 3 p.m.

For Freight or Passage, apply to **JARDINE, MATHESON & Co., General Managers.**

Hongkong, August 20, 1889. 1608

FOR SHANGHAI. The Steamship *Yankee*, Capt. C. T. KENNEDY, will be despatched as above TO-MORROW (Friday), the 31st inst., at 4 p.m.

For Freight or Passage, apply to **SIEMSEN & Co., General Managers.**

Hongkong, August 20, 1889. 1607

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT.) The Co.'s Steamship *Diamond*, Capt. G. TAYLOR, will be despatched for the above Port on SATURDAY, the 31st instant, at 4 p.m.

For Freight or Passage, apply to **RUSSELL & Co., General Managers.**

Hongkong, August 20, 1889. 1678

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWAN. The Co.'s Steamship *Fokien*, Capt. J. G. O'NEILL, will be despatched for the above Ports on SUNDAY, the 1st September, at Daylight.

For Freight or Passage, apply to **DOUGLAS LARRAIN & Co., General Managers.**

Hongkong, August 20, 1889. 1672

FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship *Arcturion*, Capt. J. G. O'NEILL, will be despatched for the above Ports on FRIDAY, the 24th Proximo, at Noon.

For Freight or Passage, apply to **DAVID SASSOON, SONS & Co., Agents.**

Hongkong, August 20, 1889. 1679

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, PORT SAID, BRINDISI, TRIESTE & VENICE.

(Taking Cargo at through rates to CALCUTTA, BOMBAY, PERSIAN GULF, RED SEA, BLACK SEA, LONDON and ADRIATIC PORTS.)

The Co.'s Steamship *Melampus*, Capt. F. H. J. DUFFY, will be despatched as above on TUESDAY, the 10th Proximo, at Noon.

Cargo destined for Ports beyond Bombay by this opportunity will be transhipped there in one of the Company's Steamers. Cargo will not be received on board after 5 p.m. prior to date of sailing.

For further information as to Passage and Freight, apply to **DAVID SASSOON, SONS & Co., Agents.**

Hongkong, August 20, 1889. 1670

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA

THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

The British Steamship *BATAVIA*, 2,553 Tons Register, WILLIAMSON, Commander, will be despatched for VANCOUVER, B.C., via KORE and YOKOHAMA, on THURSDAY, the 12th September, at Noon.

To be followed by the S.S. *PORT AUGUSTA*, on 26th September, and S.S. *PAETULIA*, on the 10th October.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Lines, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Rates granted as follows:—To Vancouver & Victoria, (Mex.) \$210.00. To all common points in Canada, \$75.00. To Liverpool, \$320.00.

To London, \$320.00. To other European ports, at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Customs and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C. Freight will be received on board until 4 p.m. on the 11th September.

All Parcels must be sent to our Office and should be marked to address in full, and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to **ADAMSON, BELL & Co., Agents.**

Hongkong, August 20, 1889. 1674

To-day's Advertisements.

CHINA MERCHANTS' STEAM NAVIGATION COMPANY'S DEBENTURE LOAN OF 1888.

SIXTH DRAWING.

INTEREST DUE AND DRAWN BONDS of this LOAN will be Payable at the OFFICES of the HONGKONG AND SHANGHAI BANKING CORPORATION on and after the 1st September next.

Lists of DRAWN BONDS can be obtained on application to the Undersecretary.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, Agents Issuing the Loan, **G. E. NOBLE, Chief Manager.**

Hongkong, August 20, 1889. 1671

DIORHAN HOME & ORPHANAGE, HONGKONG.

SCHOOL DUTIES will be resumed on MONDAY MORNING, 2nd Sept. For Admission, apply to the **HEAD MASTER.**

Hongkong, August 20, 1889. 1673

NOTICE.

THE INTEREST AND RESPONSIBILITY of Messrs. C. GUIEU, J. ROSSELET, and J. MULLER in our Hongkong Firm ceased on the 31st ultimo.

Mr. G. GUIEU ASSUMED CHARGE on the 1st instant, and will continue under the Style of **GUIEU FRERES.**

Mr. J. ROSSELET taking Charge of the LIQUIDATION of the Old Firm, requests that all Claims against it may be forwarded to him, and all amounts due paid into his hands or against receipt signed by himself.

GUIEU FRERES.

C. GUIEU, J. ROSSELET, and J. MULLER respectfully thank their Customers and the Public for their kind patronage, and hope that their successors will meet with the same encouraging support.

Hongkong, 27th August, 1889. 1675

PUBLIC AUCTION.

W. Powell & Co.'s Great Clearance Sale. THE Undersigned has received instructions to Sell by Public Auction, on **SATURDAY**, the 31st August, 1889, commencing at 2 p.m. sharp, at Messrs. W. POWELL & Co.'s Store, 'Victoria Exchange,'

WITHOUT RESERVE. THE REMAINING PORTION OF **GOODS.** UNBOLD AT THE GREAT CLEARANCE SALE, REMNANTS OF DRESS MATERIALS, SILKS, CALICO, LINENS, FLANNEL, MEN'S and BOYS' HATS, SHOES, &c., &c.

A QUANTITY OF OTHER GOODS. The above will be on view on Saturday morning, and will be put up in Lots to suit. Terms or Sale.—Cash on delivery.

G. R. LAMBERT, Auctioneer.

Hongkong, August 20, 1889. 1676

CHEMICAL APPARATUS.

MICROSCOPES.

ELECTRICAL APPARATUS.

BATTERIES.

Portable Electric Call Bells.

INVALID'S ALARM BELLS.

PHOTOGRAPHIC APPARATUS.

SOLD BY **DAKIN BROS OF CHINA, LIMITED, CHEMISTS, HONGKONG.**

Telephone No. 60. Hongkong, August 20, 1889. 1677

SHIPPING.

ARRIVALS. August 28, 1889:—*Sam Mendel*, British barque, 1,017, D. Gower, Newcastle (N.S.W.), July 6, Coal, WIELER & Co.

August 29:—*Yangtze*, German steamer, from Whampoa. *Meifoo*, Chinese steamer, from Whampoa. *Manoa*, British barque, 1,071, Douglas, Saigon August 21, Ballast.—*Onzra*.

Fokien, British steamer, 508, J. Lewis, Tamsui August 25, Amoy 27, and Swatow 28, General.—*DOUGLAS STEAMSHIP CO.* *Nureidin*, German steamer, 751, Frenchie, Saigon Aug. 25, Beana.—*MENZIES & Co.* *Taiwan*, British steamer, 1,505, W. H. Jackson, Shanghai August 24, General.—*JARDINE, MATHESON & Co.* *Diamond*, British steamer, 614, G. Taylor, Manila August 27, General.—*ROSSETT & Co.*

Guileyle, British steamer, 1,496, K. J. Gason, London July 20, General.—*JARDINE, MATHESON & Co.* *Lydia*, German steamer, 1,170, G. Petersen, Hamburg and Singapore August 23, Strassens & Co.

PASSENGER ARRIVALS.

Per Fokien, from Taiwan, Count Von Butler, and 152 Chinese.

Per Taiwan, from Shanghai, Mr. A. Hendry, and 30 Chinese.

Per Guileyle, from London, Mr. Stapleton.

Per Saghallien, from Hongkong: for Saigon, Mrs. Maria, and 18 Chinese; for Singapore, Messrs W. G. Greig, W. Fraser, and da Silva, and 16 Chinese. From Shanghai: for Saigon, Messrs Gaudin and Fossier; for Miravalles, Messrs Aubanel and Mitchell.

Per Caladenia, from Shanghai: from Hongkong, Mrs. Figueiredo, 11 children and European servant, Mr. and Mrs. Bibolet, and 2 Indians; from Miravalles, Messrs W. K. Kien, Chao, Lau Tsang, Chen Yoo Nien, Ninani and son, and Mr. P. Rognon; from Singapore, Mr. Delorme and 2 servants; for Yokohama: from Hongkong, Mr. Chu Pawa, Mrs. Seymour, Mr. and Mrs. Macleod, Messrs L. Young, and Wherling; from Miravalles, Messrs Rapa, Kinger Myose, Blauet, L. Dupont, C. Eymard, Miss M. Eymard, Mr. and Mrs. Inverniti, and Yamazaki; from Aden, Mr. Vita Delbourn; from Singapore, Mr. and Mrs. Deane; from Saigon, 1 male Verand.

Per Abyssinie, for Liverpool, Mr. H. H. Bridges; for Pacific Coast Ports, 75 Chinese. *Per Pressen*, from Hongkong: for Singapore, Captain P. R. Sinnemad, R.N., Mr. and Mrs. Blum, Mr. and Mrs. Schwartz, Mr. D. Schuster, Miss Sofia Stern, Messrs Ch. K. Fan, Pang, Foo, Wing, Kam, K. Ono, E. C. Mr. Charles Hill, and Mr. H. C. T. Gray; for Colombo, Mr. Ang. Th. Simon; for Southampton, Messrs Florence Pope, and James R. Neill; for Bremen, Mr. C. Steffenhagen. From Shanghai: for Genoa, Mr. and Mrs. Overbeck; for Southampton, Mr. and Mrs. Stevens; for Bremen, Mr. E. Ehrlich. From Japan: for Singapore, Mr. Petro; for Suez, Dr. Michaelis. *Per Telenia*, for Singapore, 420 Chinese.

Per Canton, for Swatow, 50 Chinese.

SHIPPING REPORT. The British barque *San Mendel* reports: Had light winds and fine weather during the passage.

The British steamer *Fokien* reports: From Tamsui, experienced variable winds, with rain squalls to Amoy; from there light W. to W.N.W. winds, with fine weather to Swatow; thence to Hongkong, light S.W. wind, with fine weather. Steamer in Tamsui, Smith, Steamer in Amoy, Taiwan Steamers in Swatow, Nankow, Taiwan, Kueingang and Hukow.

The British steamer *Taiwan* reports: Light Easterly winds and fine weather.

POST OFFICE NOTICES. **MAILS** will close:—For SWATOW, AMOY & FOCHOW. For Haiphong, at 9.30 a.m., on Friday, the 30th inst.

For SWATOW, SINGAPORE & BANGKOK. For Kowloon, at 9.30 a.m., on Friday, the 30th inst.

For SHANGHAI. For Meifoo, at 3.30 p.m., on Friday, the 30th inst.

For HAIPHONG. For Elze, at 8 p.m., on Friday, the 30th inst.

For SHANGHAI. For Yangtze, at 3.30 p.m., on Saturday, the 31st inst.

For PORT DARWIN, THURSDAY ISLAND, COCKATWINE, TOWNSVILLE, E. E. BURNETT, SKYBY, MELBOURNE & ADELAIDE. For Adie, at 3.30 p.m., on Tuesday, the 2nd Sept.

For SINGAPORE. For Frigate, at 9.30 a.m., on Friday, the 6th Sept.

For STRAITS & BOMBAY. For Bornid, at 11.30 a.m., on Friday, the 6th Sept.

For STRAITS, COLOMBO & BOMBAY. For Goodwin, at 11.30 p.m., on Thursday, the 12th Sept.

MAILS BY THE BRITISH PACKET. The British Contract Packet *Rehilla* will be despatched on WEDNESDAY, the 11th September with Mails for the United Kingdom, Europe, and countries beyond, via Brindisi; to the Straits Settlements, Netherlands India, Burmah, Ceylon, Aden, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

ROUTES OF CLOSING THE ENGLISH AND FRENCH MAILS. When the Packets leave at Noon.

The following hours will be observed in closing the Mails for Europe, &c., by the English and French Packets, when they leave at Noon. The Money Order Office will be closed at 5 the day before.

8.00 a.m. Posting of Prices Current and Circulars.

(Prices Current and Circulars may however be posted up to 10 o'clock if they are tied in bundles, country by country, with the addresses all one way.)

10.00 a.m.—Registry cases.

10.30 a.m.—Posting of Newspapers, Books, and Patterns cases.

11.00 a.m.—Mail closes.

LATE LETTERS may be posted (from 11.10 a.m.) with 10 o'clock late fee up to 11.30 a.m., after which hour they may be sent on Board with the same Late Fee.

2.30 P.M. DELIVERY. Letters, &c., will be delivered by the 12 and 4 o'clock Trains only. Correspondence for the Peak may be posted in the General Post Office up to 11.30 a.m., or 3.30 p.m., or in the Letter Boxes in the General Post Office up to 11.30 a.m., or 3.30 p.m. Local Rates will be charged. No Sunday delivery. Senders are requested to Cancel their Stamps by writing the word Stamped across them.

General Memoranda. **SATURDAY, August 31:—**Interest of China Merchants' Loan of 1888 payable.

2 p.m.—Auction of Remaining Portion of Goods—Unsold at the great clearance sale, at Messrs W. Powell & Co.'s, 420 a.m.—Competition of the H.K. Rifle Association.

MEMOS. FOR TO-MORROW.

Shipping. Daylight.—*Ancona* leaves for Yama, &c. 10 a.m.—*Haiphong* leaves for Coast Ports. 10 a.m.—*Kong Kong* leaves for B'koc, &c. 3 p.m.—*Canton* leaves for Shanghai, &c.

Miscellaneous. Goods per *Ningbo* undelivered after this date subject to rent.

A. S. WATSON & Co., Ltd.

ESTABLISHED A.D. 1841.

IN drawing attention to our special preparations, we beg to state that we continue to import Drugs, Chemicals, and Goods of every kind of the best description only. No other quality is kept in Stock.

Our long experience and intimate acquaintance with the Trade and the best sources of supply enable us to purchase direct from the Producers on the very best terms, and thus give us an advantage which enables us to offer our Constituents the benefit of a considerable reduction in the price of all Specialities of our own Manufacture or putting up, as compared with similar articles sold elsewhere.

WATSON'S IODISED SARSAPARILLA. PREPARED FROM THE FINEST RED JAMAICA SARSAPARILLA. (Bottled in 'La Vase') and containing in each drachm one grain of Iodide of Potassium.

These medicines combined have long ranked as the most certain alterative known, being indicated in all diseases of the skin, and in affections arising from poverty or impurity of the Blood.

Price—8-oz. Bottles \$1.50 each, \$15.00 per dozen; 16-oz. \$2.50 each, \$24.00 per dozen.

WATSON'S FLUID EXTRACT OF TARAXACUM AND PODOPHYLLUM. This preparation will be found a satisfactory and reliable remedy in all cases of sick headache and biliousness when the bowels and liver are sluggish from climatic or other causes.

In Bottles \$1 and \$1.50 each.

WATSON'S TASTELESS ELIXIR OF CASCARA SAGRADA. acts as a 'Tonic-Laxative' and establishes regularity in chronic Constipation.

In Bottles \$1 and \$1.50 each.

WATSON'S VIN DEQUINQUINA. This Wine possesses the tonic and antifebrile properties of the well-known Chinese Quinquina or Jesuit's Bark, combined with the strengthening qualities of the finest Port Wine.

Prepared from the finest selected Bark and a blend of four well-known 'Invalid Port,' it is an invaluable summer tonic and appetizer, especially adapted for use of Convalescents from Malarial Fevers, and other climatic diseases.

In Bottles \$1.50 each.

WATSON'S AROMATIC QUININE WINE. An agreeable preparation of the Sulphate of Quinine in combination with Aromatics. Eminently useful as a Tonic in cases of Debility, resulting from Fever, Enervating effects of climate, &c.

Price \$1 per Bottle.

A. S. WATSON & Co., LIMITED. THE HONGKONG DISPENSARY. Hongkong, China and Manila. 1177

The publication of this issue commenced at 7.40 p.m.

The China Mail.

HONGKONG, THURSDAY, AUGUST 20, 1889.

It is pleasant to find that the view of H.E. the Governor agrees with that of the community with regard to the inadequacy of the storm warnings given in this Colony.

The Governor, in his letter to the Chamber of Commerce regarding the fees of Special Jurors, while much regretting his refusal of larger fees, 'is at the same time glad to remember that there always has been, and to hope that there always will be, complete accordance between his views and theirs as to all matters of real importance to the Colony.'

It is just possible that there is a little bit of assumption in this remark. His Excellency, while an inference is perhaps drawn that the payment of larger fees to the Special Jurors is not a matter of real importance to the Colony. Still Governor Des Vaux is evidently sound on the matter of storm warnings.

Granting the extreme importance of obtaining and promptly publishing the best and earliest information with respect to typhoons, His Excellency states plainly that he is 'by no means satisfied either with the nature of the information now given, or with the promptness of its supply to the public.'

His Excellency, however, goes further than this: he is determined to effect substantial improvements, even at the cost of a somewhat large expenditure. Now, there does not appear to exist any necessity for a very large expenditure. If the good relations which previously obtained between Hongkong and Manila were again placed on their old footing.

As a correspondent of the *China Mail* has more than once suggested, it would often be very painful and desirable to obtain telegrams from South Cape, Formosa, &c. and we have little doubt that, if the Inspector General of the Imperial Maritime Customs (Sir Robert Hart) were prepared to state the objections more fully,

approached by the Government upon this subject, every facility would be given. All the telegraph companies have been and are ever ready to aid in movements of this kind which have for their object the benefit of the seafaring and mercantile public generally. Whether the cost would or would not be very great, however, it is eminently satisfactory to find that the local Government has at last determined to place these weather telegrams on a thoroughgoing and business-like basis.

They have been a subject more of amusement than anything else this season, and indeed ever since the messages from Manila were stopped. Any reform can be of little service for the present season; but by next year it is sincerely to be hoped that the promise held out by the Governor will be fully and satisfactorily carried out.

A TUTOR has been made between the Sanitary Board and the Government. The terms of the armistice were duly settled and endorsed at yesterday's meeting of the Board, and we hope that until such time as a lasting treaty is drawn up, the *modus vivendi* will be carried out in a cordial and generous spirit by both parties.

There is a good deal in the Governor's letter to which objection might be taken, but as it is the first attempt that has been made to treat the Board with courtesy and fairness, there will be little disposition to criticise it too minutely. The Board is evidently desirous of doing all it can to promote harmony, and the temper of sweet reasonableness manifested yesterday showed clearly how much better results might have been obtained had the Government and the Surveyor-General's department adopted from the first a conciliatory spirit and endeavoured to carry the Board along with them.

The Public Health Ordinance, by giving the Board the superintendence of private drains and leaving the public drains entirely under the control of the Public Works Department, created a relationship between the two powers which was bound to bring about severe tension, unless both parties were amicably disposed one towards another and prepared to give and take as circumstances demanded.

Unfortunately Mr. Price and his assistant, Mr. Cooper, were anything but amicably disposed towards the Sanitary Board, and the result was that before the new Board had been many weeks old, something like a deadlock occurred. The Surveyor-General refused to take the Board into his confidence with regard to the public drains. All requests for information were met with a gruff reply that the Ordinance gave the Board no authority whatever over public drains and that it was travelling beyond its powers in seeking to enquire into the subject. As it was impossible to rightly regulate private drainage without consultation with regard to the nature and position of the public drains, the Board soon found that its power, owing to the non-cooperation of the Surveyor-General's department, was reduced to very small dimensions. It was still further reduced by an adroit manoeuvre on the part of the late Surveyor-General, who appointed to the office of Sanitary Surveyor a gentleman in his own department who was acting in the capacity of Inspector of Buildings and afterwards of Assistant Surveyor-General. This gentleman seems to have regarded his duties as Sanitary Surveyor as entirely subservient to his other duties as member of the staff of the P. W. D. He refused to sanction plans for private drains, on grounds that were outside his sphere as Sanitary Surveyor, and he even went the length of bringing cases before the Police Court to prove that as Acting Surveyor-General he had the right to prevent private drains, against which he could find no sanitary objections, from connecting with the public sewers.

As we pointed out the other day, the result of such an action, had it been successful, would have been to annihilate the small power which still remained to the Board, for private drains unconnected would be useless. Fortunately the Magistrate found that Mr. Cooper's contention was not justified by the Health Ordinance and dismissed his case. This defeat seems to have persuaded the Governor that it was useless to continue fighting the Board, and he accordingly sent the conciliatory letter which was read at yesterday's meeting. It is true that he speaks in that letter of testing in a higher Court the validity of the decision given by Mr. Pollock, but we cannot believe that he has any serious intention of taking such a stupid step. Of course, while the power of the Sanitary Board would vanish, had the Assistant Surveyor-General absolute discretion to forbid or allow connections, it is equally clear that were the Board to insist on connections without regard to the condition of the public drains a serious state of affairs would soon ensue. Hence, therefore, the necessity, while divided authority lasts, of both parties interpreting the Ordinance in a liberal spirit and working together as much as possible.

Hitherto the Surveyor-General has not fulfilled his part of this necessary arrangement. Mr. Brown surely does not think it a sufficient explanation, when the Board asks why certain drains approved on sanitary principles were not allowed to connect, to say simply that the connection was not suitable, and that any further information may be obtained by applying through the Government. If he expects the Sanitary Board to yield its right to enforce the connection he must be prepared to state the objections more fully,

as fully at least as the reasons given with regard to Messrs Bird & Palmer's drains in the Governor's letter.

Besides this special question the Governor raises in his communication the general question of the drainage of the City and the likelihood of the adoption of the separate system. He admits that 'there are no doubt considerations derived from the habits of the Chinese that place it at least within the bounds of possibility that Mr. Leigh's view (the confining of the separate system to a restricted area) may be adopted.' Meantime, while the matter is being debated at Home, connections of some kind must be made, and the difficult is to determine what kind. If the separate system is adopted connections in accordance with the present system will have to be undone, and *vice versa*.

Mr. Cooper hitherto has been acting as if his system were to be adopted in its entirety, while the Board have been desirous of sanctioning connections in accordance with the present system. His Excellency suggests a very good compromise. He says 'the best way out of the immediate difficulty will be to offer no further objection to whatever course the Board may deem expedient, trusting,

It is in contemplation to call Prince Albert Victor to the House of Lords before the next session. There is a little difficulty in the selection of a title. To ask him to sit in the House of Lords as Earl of Chester is out of the question, since he has no brother-in-law a duke, and there seems to be nothing left but the creation of a new dukedom for the Prince's assumption, the Dukedom of Lancaster. It is probable that the latter course will be pursued. It is not anticipated that Prince George will be called to the House of Peers during the present reign.

assurance that no further claims will be made for the younger members of the royal family. The Government, he said, had not made out their case either to a select committee or in the House. Payment had already been provided liberally for the children of the Queen. It had not been shown that retrenchments might not be made in expenditures upon royalty with

causing the Queen any anxiety, especially objected to the assertion of claim to grants for grandchildren of Queen. He moved the amendment in order to prevent the reassertion of a claim the justice of which is denied.

Chamberlain said that Morley objected to the amendment because no finality

promised, but as regarded the present refusal of the proposed grants were absolutely firm. He did not think, after the Queen's raise, that any Minister would advise the sovereign to ask for grants for other children of her Majesty. Chamberlain said that it was shameful to fawn upon a monarch, but 'twas still more shameful to truckle to the multitude. Members were doing so were nothing less than abjects of English politics. [Loud: servative cheers and Radical groans.]

Labouchere said that he hailed Mr. amendment as a practical refusal of further grants during the present reign.

Public opinion was making strides toward reversal of the acceptance of the principle that the sovereign, like any other head of a family, ought to provide for her children.

The Conservatives who, in and out of parliament, vilified Gladstone, were now ready to bow down and worship him because on the question of grants he had turned their backs. They would worship the devil himself under similar circumstances. [Cries of "Order!"] In conclusion he said that he and his colleagues would be beaten on the divi but he intended to oppose the grant every stage as a moral protest against the Crown's claim.

Morley's amendment was defeated by a vote of 855 to 134. Gladstone, the Prime Minister and the bulk of the dissidents acted with the Government.

SCOTT'S EMULSION OF PURE COD
OIL WITH HYPOPHOSPHITES is the

valuable remedy for Consumption, Scurvy, General Debility, Wasting Diseases of Children, Chronic Coughs, and Bronchitis, has ever been produced. It is very able; it is very fattening and strengthens the system.

and will give both comfort, and strength to the sufferer. It possesses the combined virtues of these popular remedies in the fullest form. Any Chemist can supply it.—Watson & Co. (Limited), agents, Hongkong and China.

4035, 4035.
HONGKONG, August 19.
PRIME—New Patna, cash, 560
Old do do do 542 1/2

NEW Bazaar, cash, 527 1/2
Old " " cash, 537 1/2
New Malwa, cash, 570
Allowance, Rupees, 8 @ 24
Old Malwa, cash, 540 1/2
Allowance, Rupees, 40 @
Persian, Only, cash, 520 1/2
Allowance, Rupees, 15 @
Persian, Paper tied, 540 1/2
Allowance, Rupees, 15 @

Exchange.
HONGKONG, August 29.

On London—
Bank Wire, ... 3/0

| | | |
|-----------------------------------|---------------------------------|------|
| ried | " On board night, | 3/04 |
| offi- | " 50 days' sight, | 3/05 |
| ary, | " 4 months' sight, | 3/10 |
| the | Credits, 4 | 3/11 |
| A. | Document, 4 months' sight, 3/11 | |
| T. | On Paris— | |
| On demand, | 3/84 | |
| On demand, 4 months' sight, | 3/92 | |
| On New York— | | |
| On demand, | 741 | |

| | |
|-----------------------------|-----|
| Credits, 60 days sight, ... | 704 |
| " Bombay— | |
| Wire, ... | 224 |
| On demand, ... | 225 |

| | |
|--------------------------------|--------|
| Wire, | 224 |
| On demand, | 125 |
| On Shanghai— | |
| On demand, | 72 |
| 30 days sight, private, | 72 1/2 |
| Sold Leaf, 100 fine | 33.7 |
| Overseigns | 56.4 |

Temperatures.

(Taken at Messrs Falconer & Co.'s, 1, Queen's Road.)

| | | |
|--------------|-----------|-----|
| BAROMETER— | 9 A.M.... | 29. |
| Do. | 1 P.M.... | 29. |
| Do. | 4 P.M.... | 29. |
| Thermometer— | 9 A.M.... | 83 |
| Do. | 1 P.M.... | 84 |

| | | | |
|-------|-----|-------------------|----|
| side | Do. | 2 P.M. | 80 |
| car- | Do. | (Wat bulb) 9 A.M. | 70 |
| swly. | Do. | Do. 1 P.M. | 80 |
| ouse, | Do. | Do. 4 P.M. | 80 |
| Fifo. | Do. | Maximum | 87 |

METEOROLOGICAL REGISTER

| | |
|-------------|-------|
| Barometer | 20.68 |
| Temperature | 84 |
| Dew Point | 77 |

| | |
|-------------------|----|
| Direction of Wind | SE |
| Force | 2 |
| Weather | b |

Hongkong Observatory, August:

The figure is a scatter plot titled "Fig. 6". The vertical axis (y-axis) is labeled "Number of children per woman at birth" and has major tick marks at 0, 2, 4, 6, and 8. The horizontal axis (x-axis) is labeled "Percentage of women who are literate" and has major tick marks at 0, 20, 40, 60, 80, and 100. There are approximately 15 data points scattered across the plot. Most points are clustered between 20% and 80% literacy and 2 to 6 children per woman. Notable outliers include a point near (10%, 7.5) and another near (90%, 1.5).

NOTICES TO CONSIGNEES.

STEAMSHIP CALEDONIAN.
COMPAGNIE DES MESSAGERIES
MARITIMES.
NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and Havre ex S.S. *Eden*, and from Bordeaux ex S.S. *Ville de Lille* and *Congo*, in connection with the above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk at the Company's Godowns, Bowdoin Wharf, where delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before 11 a.m. To-day (Wednesday), requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter.

Goods remaining unclaimed after Wednesday, the 4th September, at Noon, will be subject to rent, and landing charges at one cent per packet per day.

All Claims must be sent in to me on or before the 6th September (Friday), or they will not be recognised.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, August 23, 1889. 1662

THE CHINA SHIPPERS MUTUAL
STEAM NAVIGATION COM-
PANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL
AND SINGAPORE.

THE Company's S.S. *Ningpo*, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Underwriter, before Noon on the 30th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst., at 4 p.m.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 30th inst. will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m. To-day.

Bills of Lading will be countersigned by ARNOLD, KARBURG & Co., Agents.

Hongkong, August 23, 1889. 1638

INSURANCES.

QUEEN FIRE INSURANCE COM-
PANY.

THE Underwriters, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co.,
Agents.

Hongkong, July 16, 1887. 1540

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

AMPHITRITE, German ship, Captain B. Buehl—Order.

HARVEST QUEEN, British ship, Capt. E. A. Forsyth—Russell & Co.

ONIDA, British barque, Captain A. O. Brown—Gonsalves & Co.

ROBERTSON, American barque, Capt. W. F. Thorndike—Wielser & Co.

ROBERT S. BENARD, British ship, Capt. Andrews—Adamson, Bell & Co.

SATSUMA, British barque, Captain A. G. Swenson—Eduard Schellhans & Co.

ST. JULIEN, British barque, Capt. W. J. King—Russell & Co.

Mails.

Occidental & Oriental Steam-
Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE Steamship *DELICIA* will be
despatched for San Francisco, via
Yokohama, on TUESDAY, the 10th
September, at 1 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan Ports.

All Parcel Packages should be marked to address in full, and sent to the Company's Office, until 5 p.m. the day previous to sailing.

First-class Fares granted as follows:—
To San Francisco ... \$225.00
To San Francisco and return ... 393.75
available for 6 months ... 325.00
To Liverpool ... 325.00
To London ... 330.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, August 23, 1889. 1546

Mails.

STEAM FOR
SINGAPORE, PENANG, ADEN,
PORT SAID, MALTA, GIBRALTAR,
BRINDISI, ANCONA,
VENICE, PLYMOUTH AND
LONDON.

BOMBAY, MADRAS, CALCUTTA
AND AUSTRALIA.

N. H. Cargo can be taken on through Bills of Lading for BATAVIA, PERBIA, GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND OCEAN.

SPECIAL ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship *ROHILLA*, Captain M. DE HORNS, with Her Majesty's Mail, will be despatched from this office for LONDON direct, via COLOMBO and SUEZ CANAL, calling at MARSEILLES, and usual Ports of Call, on WEDNESDAY, 11th September, at Noon.

Cargo will be received on board until 4 p.m. on the day before sailing.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, August 27, 1889. 1643

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *UTY OF* *PEKING* will be despatched for San Francisco, via Yokohama and Honolulu, on THURSDAY, the 13th September, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Pacific Coast of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic Lines of Steamers.

First-class Fares granted as follows:—
To San Francisco ... \$225.00
To San Francisco and return ... 393.75
available for 6 months ... 325.00
To Liverpool ... 325.00
To London ... 330.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, August 15, 1889. 1579

Intimations.

The Overland China Mail,

A WEEKLY JOURNAL FOR THE HOME MAIL,

IS PUBLISHED to suit the Departure of each ENGLISH and FRENCH MAIL Steamer for Europe. It contains special Commercial Intelligence, special tables of Shipping, and other information. The various Reports of Courts and Meetings, and all other news, are given in full as they appear in the Daily Press.

The *Overland China Mail*, by the convenience of its form and the accuracy and fulness of its reports, has long been popular with residents who wish to send home a weekly budget of the news of Hongkong and the Far East. Circulating, as it does, among nearly all the old China "hands" at home and also among residents at the Treaty Ports and in the interior, it offers special advantages to advertisers.

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Price, ... 40 Cents.

Intimations.

NOTICE.
HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

SHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Underwriter is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, August 25, 1885. 1458

NOW READY.

VOLUNTEERS AND THE DEFENCE
OF HONGKONG.

A SKETCH.

Price, ... FIFTY CENTS.

To be had at Messrs. LANE, CRAWFORD & Co.; Messrs. KELLY & WALSH; and Messrs. W. BARNES & Co.

August 14, 1889. 1582

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Shanghai, July 19, 1889. 1458

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SAILOR'S HOME.
ANY Cast-off Clothing, Books, or
Furnishings will be thankfully received
at the Sailor's Home, West Point.
Hongkong, July 25, 1887.

Merchant Vessels in Hongkong Harbour.

Exclusion of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at Green Island. Vessels near the Hongkong shore are marked 1., near the Kowloon shore 2., and those in the body of the Harbour 3.

Shipping or midway between each shore are marked 4. in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.

Section.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From East Point to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

| Vessel's Name | Flag and Reg. | Tons. | Date of Arrival | Consignees or Agents. | Destination. | Remarks. |
|------------------|---------------|-------|-----------------|-------------------------|-----------------|------------|
| Arctic | Brit. str. | 1492 | Aug. 27 | Russell & Co. | Sydney | 3rd prox. |
| Albatross | Brit. str. | 1712 | Aug. 28 | Jardine, Matheson & Co. | Amoy | 10th prox. |
| Alwin | Brit. str. | 400 | Aug. 28 | W. & A. Co. | Kobe & Yokohama | To-morrow |
| Ancon | Brit. str. | 3142 | Aug. 28 | P. & O. S. N. Co. | San Francisco | 6th prox. |
| Belgia | Brit. str. | 4211 | Aug. 28 | O. & S. S. Co. | Bombay, &c. | |
| Bermuda | Brit. str. | 1499 | Aug. 27 | Jardine, Matheson & Co. | Amoy | |
| Canlon | Brit. str. | 1111 | Aug. 28 | Jardine, Matheson & Co. | Amoy | |
| Crown of Arragon | Brit. str. | 1488 | Aug. 27 | Jardine, Matheson & Co. | Amoy | |
| Elbe | Brit. str. | 747 | Aug. 28 | R. & M. Co. | Amoy | |
| Falkenberg | Brit. str. | 988 | Aug. 28 | Melchers & Co. | Amoy | |
| Fokien | Brit. str. | 599 | Aug. 28 | Douglas Steamship Co. | Amoy | |
| General Warder | Brit. str. | 1820 | Aug. 28 | Melchers & Co. | Amoy | |
| Gwalior | Brit. str. | 1902 | Aug. 27 | P. & O. S. N. Co. | Bombay, &c. | 12th prox. |
| Hainan | Brit. str. | 1132 | Aug. 27 | Douglas Steamship Co. | Amoy | To-morrow |
| Hong Kong | Brit. str. | 352 | Aug. 28 | Yuen Fat House | Amoy | To-morrow |
| Meedoo | Brit. str. | 1329 | Aug. 28 | G. M. & N. Co. | Amoy | To-morrow |
| Millfield | Brit. str. | 1409 | Aug. 28 | G. M. & N. Co. | Amoy | |
| Nierstein | Brit. str. | 371 | Aug. 28 | Melchers & Co. | Amoy | |
| Pilot Fish | Brit. str. | 161 | Sept. 1 | K. & W. Dock Co. | Amoy | |
| Pyramus | Brit. str. | 181 | Sept. 1 | K. & W. Dock Co. | Amoy | |
| Yangtze | Brit. str. | 814 | Aug. 29 | Siemens & Co. | Shanghai | 31st inst. |

Ser Britannic Majesty's Ships on the China Station.

| Name. | Reg. | Tons. | Guns. | H.P. | Captain. | Where at. |
|---------------------|-----------------------------------------------|-------|-------|-------|-------------------------------|-------------|
| Alacrity | despatch vessel | 1700 | 4 | 3150 | Com. R. Blair Macdonochie | Yokohama |
| Albatross | gunboat 2nd class | 465 | 4 | 470 | Lieut. Com. Edward Maxwell | Hongkong |
| Conqueror | gunboat 2nd class | 2380 | — | — | Captain Wm. H. Henderson | Yokohama |
| Cordelia | gunboat 2nd class | 2380 | 10 | 2450 | Captain H. T. Greenfall | Yokohama |
| Exeter | g.-bt. 3rd class coast defence | 383 | 3 | 340 | Lieut. Com. Reginald Y. Smith | In reserve |
| Firebrand | gunboat 2nd class | 465 | 4 | 470 | Lieut. Com. Denison | Hongkong |
| Hyacinth | gunboat 2nd class | 1420 | — | — | Captain Robt. W. Orsidge | Yokohama |
| Impetuous | twin-screw battle ship | 8400 | 10 | 10000 | Captain William H. May | Yokohama |
| Leander | gunboat 2nd class | 4300 | 10 | 5500 | Captain Burgess Watson | Yokohama |
| Linnets | gun-vessel 2nd class | 755 | 5 | 1050 | Commander Smythies | Yokohama |
| Martin | gunboat 2nd class | 450 | 4 | 430 | Lieut. Com. G. H. Yonge | Shanghai |
| Mutiny | gunboat 2nd class | 1150 | 10 | 1150 | Commander J. B. Martin | Hongkong |
| Orion | twin-screw battle ship 1 2nd class armored | 4870 | 4 | 4040 | Captain Hy. J. Carr | Singapore |
| Porpoise | gunboat 2nd class | 1750 | 6 | 3500 | Commander R. W. White | Yokohama |
| Rambler | surveying vessel | 830 | 3 | 590 | Capt. The Hon. F. C. Vereker | On a cruise |
| Rattlesnake | gunboat 1st class | 715 | 6 | 1200 | Lieut. Com. W. Matli Donnell | North |
| Robert S. Benard | gunboat 3rd class | 1420 | 8 | 1400 | Captain T. P. W. Newham | Shanghai |
| Sovereign | corvette | 4000 | — | — | Captain Hall | Nagasaki |
| Solent | torpedo mining launch | 150 | — | — | — | Hongkong |
| Swift | gun-vessel 2nd class | 755 | 5 | 1010 | Com. The Hon. Richard Bingham | Yokohama |
| Torpedo Boat No. 35 | — | 95 | — | — | — | In reserve |
| Torpedo Boat No. 38 | — | 95 | — | — | — | In reserve |
| Twoed | g.-bt. 3rd class coast defence | — | 3 | — | — | In reserve |
| Yacht | receiving ship | 6157 | 18 | — | Commander E. J. Church | Hongkong |
| Yacht | sloop | 925 | 4 | 750 | Commander Geo. A. Giffard | Yokohama |
| Yacht | coast defence ship, armoured | 2750 | 4 | 1450 | — | Hongkong |